

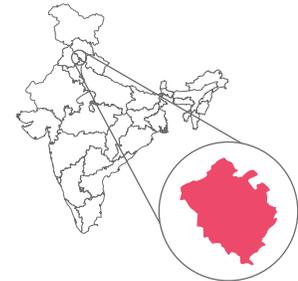
STRATEGY FOR PEDESTRIANISATION & NON-MOTORISED TRANSPORT (NMT), CHANDIGARH

Project Highlights

- Establishment of a NMT Cell for inter agency coordination on NMT action
- Information, Education and Communication (IEC) initiatives to encourage behavioural change and promote shift to active transport
- Provision of NMT infrastructure and supporting policy that ensures safety and security, connectivity and directness, comfort and attractiveness and universal accessibility

Background

Chandigarh, 'the City Beautiful' has the unique administrative character of being a Union Territory (UT) and joint capital of Punjab and Haryana. Spread over an area of 114 sq. km, it is home to 1.05 million people as per Census of India, 2011. Due to extensive urbanisation around Chandigarh and rapid increase in motorised traffic, city is facing challenges of increased pollution, road congestion and safety concerns for pedestrians and cyclists. To address these challenges, Department of International Development (DFID)-UK, under the UK-India Strategic Partnership for Smart Urban Development in Indian States (SmUDI) has initiated the preparation of a Strategy for Pedestrianisation and Non-Motorised Transport (NMT).



Chandigarh

2018

(Not to scale)

Project Objectives

- I. To formulate strategies to increase NMT share
- II. To recommend policy and infrastructure measures for enhanced Non-Motorised Transport (NMT) usage and shift from motorised modes
- III. To recommend institutional framework for inter agency coordination on NMT action

Key Stakeholders

Municipal Corporation Chandigarh, Chandigarh Administration, Chandigarh Smart City Limited, Transport Department, Chandigarh Traffic Police, Engineering Department and Urban Planning Department among others

Approach

- A consultative and need based approach adopted covering (i) as-is assessment of traffic characteristics, supporting policy and institutional structure (ii) identification of improvement areas based on national & international good practices/standards (iii) formulation of strategies and implementation roadmap for policy, institutional structure, and provision of NMT infrastructure
- A Steering Committee was constituted with members from relevant departments/agencies to facilitate inter-departmental coordination
- Delineation of ABD Area under Smart City Plan for recommendations on infrastructure provision as it represented a good mix of land uses
- Strategy developed based on following Guiding Principles: Safety and Security, Directness and Connectivity, Comfort and Attractiveness and Universal Accessibility

Achievements



- **Establishment of a NMT Cell**
 - Formation of an independent cell to ensure institutionalisation of NMT inclusive planning and policy action
 - NMT Cell to facilitate inter-departmental coordination to enhance commitment and progress towards adopting and shift to NMT
- **NMT database creation**
 - Origin-Destination data on existing travel pattern of NMT users and Road Inventory Survey on existing NMT infrastructure. RfP floated for traffic surveys
 - Accident Recording and Reporting System (ARS) to be standardised and adopted for uniform recording of accidents, as undertaken by MoRTH
- **Revision of Road Safety Policy and Draft Parking Policy**
 - Mandate Road Safety Audits (RSA) at different stages of existing/proposed projects to enhance safety of NMT users
 - Parking Policy to prioritise NMT movement, and access to Public Transport. Projects generating significant movement to provide Traffic Impact Assessment
- **Information, Education and Awareness initiatives**
 - Awareness events at frequent intervals - Car Free Day, Cycle Rally and Raahgiri
 - Actively engage with work related commuters by preparing Travel Plans
- **Provision of infrastructure facilities**
 - Provision in compliance with IRC/national guidelines/standards including ITCN and Complete Streets and gaps identified in Inventory Survey.
 - Installation of CCTVs, street lighting, solid fill painted NMT tracks, traffic calming measures at intersections, retrofitting of road cross section giving equal right of road space to all modes of transport

Long Term Impacts

- Increase NMT share to reduced carbon emissions, improved air quality and health of the citizens
- Shift from private vehicles to NMT and PT to reduce traffic congestion and improvement safety of vulnerable road users

Limitations

- Inter departmental coordination across key stakeholders is the most important success towards creating enabling ecosystem for NMT users
- Behavioural change among existing motorized transport users key to enable shift to and adoption of NMT

Future Prospects

- Strategy can be scaled up across the city
- Focused interventions to increase modal share of Public Transport to reduce ATL for NMT will enhance NMT usage
- Pilot Projects to be taken up to showcase best practices

Source: As received from DFID